

No. 7131	號四十三百壹千七第	日六十月九年辰庚緒光	HONGKONG, TUESDAY, OCTOBER 19 TH , 1880.	二年禮	號九十月十英	港香	PRICE \$21 PER MONTH
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INFORMATION

FOR SHANGHAI.
THE Steamship.
"CHINA."
Captain Ackermann, will be despatched for the above PORT TO-DAY, the 19th instant, at ELEVEN A.M.
For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, 19th October, 1880. 1165

FOR MANILA (DIRECT).
THE Spanish Steamer
"MARIVELES."
Captain Munoz, will be despatched for the above PORT TO-MORROW, the 20th instant, at FIVE P.M.

REMEDIOS & Co.
Hongkong, 11th October, 1880. 11673

FOR HOTHOW AND FANKHOI
THE Steamship

"PING-ON"

Captain McCaslin, will be despatched for the
above Ports TO-MORROW, the 20th instant,
at SIX P.M.

For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, 18th October, 1880. 11657

NOTICE.

M^R. ERNST LUDWIG REUTER has
been authorized to SIGN our FIRST pre-
parations.

PUSTAU & Co.
Hongkong, 18th October, 1880. 11680

NOTICE.

TENDERS will be RECEIVED at this
Office on all MORNINGS of WEDNESDAY,
the 8th proximo, for casting REPAIRS to
LIGHTER SLOOP, Royal Naval Yard, accord-
ing to Specification, which can be seen on ap-
plication to the Naval Storekeeper.

The lowest or any TENDER will not be neces-
sarily received.

NAVY STORES
HONGKONG, 19th October, 1880. [1661]

FOR SALE.

LAFFITE & Co's BORDEAUX.
CELEBRATED DINNER AND BREAKFAST
CLARETS. 1 Doz Qts. Per Case.
1 Doz Qts. 2 Pies Per Case.

COSTS ORDINAIRES. \$4.00
BOTTLED GRAVES. \$5.00
HAUT MEDOC VIEUX. \$6.00
PAUTLAC. \$9.50 \$10.50
CHATEAU LAPOIN. \$13.50 \$14.00
GRAVES (White Wine). \$7.50

Apply to
J. G. SMITH & Co.,
Duddell Street.
Hongkong, 14th October, 1880. [1647]

NOTICE.

UNDER an Order of the Supreme Court of
Hongkong, made on the 7th day of October,
1880, the Undersigned, Receiver, appointed
by the said Court, do hereby give notice

CHONE and OTHERS v. FONG SUI FUNG and
OTHERS, is prepared to SELL ---
185 BOXES PREPARED OPTUM, now lying
in store at SAN FRANCISCO.
80 BOXES PREPARED OPTUM, now lying
in store at MELBOURNE.
110 BOXES PREPARED OPTUM, now lying
in store at SYDNEY.
TENDERS will be received till Noon of
THURSDAY, the 21st October current.
Full Particulars and Conditions of Sale can
be ascertained on application to the Undersigned.

or any Tender.

W. KESWICK.

Hongkong, 12th October, 1890. [1641]

IN THE SUPREME COURT OF
HONGKONG.

PROBATE JURISDICTION.

IN THE MATTER OF THE ESTATE OF LAU
PIK SHAN, LATE OF HONGKONG, SHOP-
KEEPER, DECEASED.

PROBATE of the Last Will and Testament
(dated the 27th August, 1890,) of the said
Deceased was granted to LAU YU PAK on the 9th
day of October, 1890.

All Parties interested by or having CLAIM:
Against the above Estate are requested to send
in Particulars at once to the Undersigned, by
whom all Debts will be received and Claims

LAU U PAK,
Ho loong Street,
73, Jervais Street, Hongkong.
Hongkong, 13th October, 1889. [1842

NOTICE.

TENDERS will be RECEIVED at this
Office up till NOON of WEDNESDAY,
the 27th instant, for erecting REPAIRS to
the ROOF of the CARPENTER'S SHOP, Royal
Navy Yard, according to Specifications and Con-
ditions, which can be seen on application to the
Naval Storekeeper.

The lowest or any Tender will not be neces-
sarily accepted.

E. B. JORLEY,
Naval Storekeeper.
Hongkong, 12th October, 1889. [1631

OFFICE OF THE SHANGHAI STEAM
NAVIGATION COMPANY.

IN LIQUIDATION.

ACCUMULATIONS, at the rate of Two TABLETS (At 2.00 PER SHARE, will be made to Shareholders by the 15th October, 1880, at the Office of the LIQUIDATORS on TUESDAY, 19th October.

WARRANTS will then be delivered by the Undersecretary to Sir HENRY POTTER, or their lawful Representatives, on presentation of SHARE CERTIFICATES for endorsement.

The TRANSFER BOOKS of the Company will then be CLOSED from the 8th to 19th instant inclusive.

By Order, RUSSELL & Co.,
Liquidators.

Shanghai, October 7th, 1880. [Sd] 1629

T O W A G E R.

THE AMERICAN STEAMER "SEA GULL" is prepared to TOW VESSELS in the harbour at a rate of MODERATE CHARGES. Orders may be sent to Messrs. McCLEWEE, FRICKEL & CO'S, MESSRS. F. BLACKBURN & CO'S, or with the CAPTAIN on board. Call Signal J. Commercial Code. Hongkong, China, October 1880. 1102

T H E S T A G H O R E,
QUEEN'S ROAD, HONGKONG.

This Hotel is centrally situated, and within a few minutes walk of the principal Landing Stages. Refreshment at the principal Dining Saloons.

Open at One o'clock. Dinner at SEVEN.

Call on Arrival and Departure at the Northern Hotel.

New English and American Billiard Tables.

[Sd] J. COOK, PROPRIETOR.

A F O N G.

P H O T O G R A P H E R.

By Appointment to H.E. SIR ARTHUR KEN-
SINGTON, H.E. Admiral ROBERT, and H.M. THE
LORD DUCAL ALEXIS OF RUSSIA, having re-
turned from his tour of the North Sea, and
returned, has now the satisfaction to offer a
MAGNIFICENT CHROMO, and more COMPLETE COL-
LECTION OF VIEWS, than any other in the
country, of the North Sea, and the
of the surrounding country, including KING-
STOWN, have recently been added to the above.

D. K. GRIFFITH holds authority to SIGN.
STUDIO, QUEEN'S ROAD.

NOW ON SALE

CHRONICLE AND DIRECTORY
FOR CHINA, JAPAN, &c.
FOR 1880.
with which is incorporated "THE CHINA
DIRECTORY."

This Work, the only one of the kind in China or Japan, is now in the
EIGHTEENTH YEAR
in its existence, and is now ready for sale.
It has been compiled from the most authentic
Sources, and so far as has been ascertained
to be THOROUGHLY RELIABLE, both as a
Directory and as a Work of Reference on Commercial
Matters.

Various additions have been made, tending to
render the Work still more valuable for reference.
The descriptions of each Port have been
carefully revised, and the trade statistics
brought down to the latest date obtainable.

It contains a DESCRIPTION of the
DIRECTORIES FOR HONGKONG, MACAO, PAK-
HOI, KOWLOON, WILMISTON, CANTON, SWATOW,
AMOI, TAIKANG, TAIWAN, TAMSUI, KERM-
UNG, POOCHOW, WENHONG, NINGPO, SHANG-
HAI, CHINKIAN, KIU-KANG, WU, HANKOW,
IOHANG, CHEFOO, TAKU, TIENTSIN, NEW-
YANG, PEKING, NAGASAKI, KOBE (HONG-
KONG), OSAKA, YOKOHAMA, NIOGATA, HOKKAIDO,
HAKODA, ITOYO, OBT, SAIGON, CAMBODIA,
HAIPHONG, HANOI, BANGKOK, and SINGA-
PORE, as well as condensed accounts of China,
Japan, the Philippines, and the Ports of An-
nam.

The Work is embellished with the following
Plans and Maps:—Chromo-lithograph Plans of
VICTORIA, HONGKONG, CANTON, the PO-
REIGN SETTLEMENTS at SHANGHAI; a
Chromo-lithograph Plate of the CODE of
SIGNALS in use at VICTORIA, PEAK; and
Maps of the COAST of CHINA and HONG-
KONG.

The Chronicle and Directory for China,
Japan, and the Philippines is published in
Two Forms—Complete at \$5; or with the Lists
of Residents, Port Descriptions and Directories,
Plans of Victoria, and Code of Signals, at \$8.

Orders for Copies may be sent to the Daily
Press Office, where it is published, or to the
following Agents:—

MACAO.....Messrs. A. & Co. Mello & Co.
SWATOW.....Messrs. A. & Co. Mello & Co.
AMOI.....Messrs. Wilson, Nichols & Co.
POOCHOW.....Messrs. Wilson, Nichols & Co.
KERMUNG.....Messrs. Wilson, Nichols & Co.
NINGPO.....Messrs. Wilson, Nichols & Co.
SHANGHAI.....Messrs. Wilson, Nichols & Co.
HANKOW.....Messrs. Wilson, Nichols & Co.
IOHANG.....Messrs. Wilson, Nichols & Co.
CHEFOO.....Messrs. Wilson, Nichols & Co.
TAKU.....Messrs. Wilson, Nichols & Co.
TIENTSIN.....Messrs. Wilson, Nichols & Co.
NEW-YANG.....Messrs. Wilson, Nichols & Co.
PEKING.....Messrs. Wilson, Nichols & Co.
NAGASAKI.....Messrs. Wilson, Nichols & Co.
KOBE.....Messrs. Wilson, Nichols & Co.
HOKKAIDO.....Messrs. Wilson, Nichols & Co.
HAKODA.....Messrs. Wilson, Nichols & Co.
SAIGON.....Messrs. Wilson, Nichols & Co.
CAMBODIA.....Messrs. Wilson, Nichols & Co.
HAIPHONG.....Messrs. Wilson, Nichols & Co.
HANOI.....Messrs. Wilson, Nichols & Co.
BANGKOK.....Messrs. Wilson, Nichols & Co.
SINGAPORE.....Messrs. Wilson, Nichols & Co.

Daily Press Office, 13th January, 1880.

NOTICE

A. S. WATSON AND CO.
FAMILY AND DISPENSING
CHEMISTS.
By Appointment to His Excellency the Go-
VERNOR and His Royal Highness the
DUKE OF EDINBURGH.
WHOLESALE AND RETAIL DRUGGISTS,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUPPLIERS,
And
AERATED WATER MAKERS.
SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of
Orders it is particularly requested that all
business communications be addressed to the
Firm, A. S. WATSON AND CO.,
HONGKONG DISPENSARY. [31]

NOTICES TO CORRESPONDENTS.
Communications or Editorial matters should be
addressed "The Editor," and those business "The
Manager," and should be accompanied by name.
All letters for publication should be written on one
side of the paper only.
Correspondents are requested to forward their names
and address with communications addressed to the
Editor, not for publication, but as evidence of good
faith.

Advertisements which are not ordered for a fixed
period will be continued until discontinued.

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period will be continued until discontinued.

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their plantations at liberal wages under their
direction. The planters of Louisiana would
find it pay them well to follow the example
of the Cubans. Chinese labour is cheaper
than negro labour; because less shipped and
careless. Moreover the negroes are not so
willing to work since their emancipation, and
the recent exodus from the Southern States
Westward has thinned their numbers very
considerably. The Chinese would supply the
places of the negroes with much pecuniary
profit to the planters, and would at the same
time earn excellent wages for themselves.
The only difficulty likely to arise would be
the possible contingency of the negroes ob-
jecting to the Chinese being employed, which
might bring on a collision. But it is doubtful
if the negroes are inspired with the dog-in-the-
manger spirit which the lower class Irish in
the Pacific States have displayed; the coloured
brother is not fond of work, and as a rule is
quite content to lie down beside it so long as
he has the wherewithal to support existence; he
would hardly care to interfere with those who
were toiling hard on the plantations he had in
old time been compelled, much against his in-
clination, to labour on the long day through.
The advanced guard of the army of Chinese
labourers has already, we are informed, ar-
rived in the Sunny South, and in all proba-
bility the tide of emigration will set that
way from California.

The N. O. Daily News says that His Excellency
B. Butzov, the Russian Minister to China, left
St. Petersburg for Peking on the 24th of Sep-
tember, by way of the United States and Japan.

The Agents (Messrs. Butterfield and Swire)
inform us that the Ocean Steamship Company's
steamer *Admiral*, from London, and *Admiral*,
from Liverpool, left Singapore for this port
yesterday afternoon.

We are informed that Mr. Li Hong Mi, of the
Magistracy, has received the sum of \$13 for a
number of despatches sent to enable them to
reach their native ports from Swatow, to
which place they have received free passage
tickets, from Mr. Luk Sau Tin, of the Leung
Hong Hongkong-Strait Steam Navigation Co.

From Peking we hear that the *Shanghai*
Mercury says that the United States Commissioner
is in a fair way of bringing his negotiations
to a close. The first conference has been held,
and Pan Shun and Li Hong Tsai, both members
of the Chinese Legation, have been invited to
Washington to meet them. They both appear
well disposed.

Return of visitors to the City Hall Museum for
the week ending October 17th:

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
23	35	31	30	31	31	137
43	40	41	40	41	41	1,678

The following is the report of the American
ship *S. S. America*, Captain Knowles, which
put back on Sunday in distress—Sailed from
Hongkong on 1st October, and first two days had
calm weather, drifting with strong S.W. current,
40 miles, then a light breeze from N.E. and
strong S.W. wind, which drove her to the west-
ward, and she was driven to the north of the
line, and on the 11th, continued with fresh wind from N.E.,
then strong from N.E. and falling bar. "Lusa-
nia" was driven to the westward, and on the 12th,
E. by N. at 8 a.m. furled top-sails, and took
in jib. Noon, furling the main-sail and fore-
sails. At 4 p.m. took in fore and main lower
topsails. Barometer down to 29.5—10 lbs; mid-
night, 29.4—10 lbs; 1 a.m. 29.3—10 lbs; 2 a.m.
29.2—10 lbs; 3 a.m. 29.1—10 lbs; 4 a.m. 29.0—
10 lbs; 5 a.m. 28.9—10 lbs; 6 a.m. 28.8—10 lbs;
7 a.m. 28.7—10 lbs; 8 a.m. 28.6—10 lbs; 9 a.m.
28.5—10 lbs; 10 a.m. 28.4—10 lbs; 11 a.m. 28.3—
10 lbs; 12 m. 28.2—10 lbs; 1 p.m. 28.1—10 lbs;
2 p.m. 28.0—10 lbs; 3 p.m. 27.9—10 lbs; 4 p.m.
27.8—10 lbs; 5 p.m. 27.7—10 lbs; 6 p.m. 27.6—
10 lbs; 7 p.m. 27.5—10 lbs; 8 p.m. 27.4—10 lbs;
9 p.m. 27.3—10 lbs; 10 p.m. 27.2—10 lbs; 11 p.m.
27.1—10 lbs; 12 m. 27.0—10 lbs; 1 a.m. 26.9—
10 lbs; 2 a.m. 26.8—10 lbs; 3 a.m. 26.7—10 lbs;
4 a.m. 26.6—10 lbs; 5 a.m. 26.5—10 lbs; 6 a.m.
26.4—10 lbs; 7 a.m. 26.3—10 lbs; 8 a.m. 26.2—
10 lbs; 9 a.m. 26.1—10 lbs; 10 a.m. 26.0—10 lbs;
11 a.m. 25.9—10 lbs; 12 m. 25.8—10 lbs; 1 p.m.
25.7—10 lbs; 2 p.m. 25.6—10 lbs; 3 p.m. 25.5—
10 lbs; 4 p.m. 25.4—10 lbs; 5 p.m. 25.3—10 lbs;
6 p.m. 25.2—10 lbs; 7 p.m. 25.1—10 lbs; 8 p.m.
25.0—10 lbs; 9 p.m. 24.9—10 lbs; 10 p.m. 24.8—
10 lbs; 11 p.m. 24.7—10 lbs; 12 m. 24.6—10 lbs;
1 a.m. 24.5—10 lbs; 2 a.m. 24.4—10 lbs; 3 a.m.
24.3—10 lbs; 4 a.m. 24.2—10 lbs; 5 a.m. 24.1—
10 lbs; 6 a.m. 24.0—10 lbs; 7 a.m. 23.9—10 lbs;
8 a.m. 23.8—10 lbs; 9 a.m. 23.7—10 lbs; 10 a.m.
23.6—10 lbs; 11 a.m. 23.5—10 lbs; 12 m. 23.4—
10 lbs; 1 p.m. 23.3—10 lbs; 2 p.m. 23.2—10 lbs;
3 p.m. 23.1—10 lbs; 4 p.m. 23.0—10 lbs; 5 p.m.
22.9—10 lbs; 6 p.m. 22.8—10 lbs; 7 p.m. 22.7—
10 lbs; 8 p.m. 22.6—10 lbs; 9 p.m. 22.5—10 lbs;
10 p.m. 22.4—10 lbs; 11 p.m. 22.3—10 lbs; 12 m.
22.2—10 lbs; 1 a.m. 22.1—10 lbs; 2 a.m. 22.0—
10 lbs; 3 a.m. 21.9—10 lbs; 4 a.m. 21.8—10 lbs;
5 a.m. 21.7—10 lbs; 6 a.m. 21.6—10 lbs; 7 a.m.
21.5—10 lbs; 8 a.m. 21.4—10 lbs; 9 a.m. 21.3—
10 lbs; 10 a.m. 21.2—10 lbs; 11 a.m. 21.1—10 lbs;
12 m. 21.0—10 lbs; 1 p.m. 20.9—10 lbs; 2 p.m.
20.8—10 lbs; 3 p.m. 20.7—10 lbs; 4 p.m. 20.6—
10 lbs; 5 p.m. 20.5—10 lbs; 6 p.m. 20.4—10 lbs;
7 p.m. 20.3—10 lbs; 8 p.m. 20.2—10 lbs; 9 p.m.
20.1—10 lbs; 10 p.m. 20.0—10 lbs; 11 p.m. 19.9—
10 lbs; 12 m. 19.8—10 lbs; 1 a.m. 19.7—10 lbs;
2 a.m. 19.6—10 lbs; 3 a.m. 19.5—10 lbs; 4 a.m.
19.4—10 lbs; 5 a.m. 19.3—10 lbs; 6 a.m. 19.2—
10 lbs; 7 a.m. 19.1—10 lbs; 8 a.m. 19.0—10 lbs;
9 a.m. 18.9—10 lbs; 10 a.m. 18.8—10 lbs; 11 a.m.
18.7—10 lbs; 12 m. 18.6—10 lbs; 1 p.m. 18.5—
10 lbs; 2 p.m. 18.4—10 lbs; 3 p.m. 18.3—10 lbs;
4 p.m. 18.2—10 lbs; 5 p.m. 18.1—10 lbs; 6 p.m.
18.0—10 lbs; 7 p.m. 17.9—10 lbs; 8 p.m. 17.8—
10 lbs; 9 p.m. 17.7—10 lbs; 10 p.m. 17.6—10 lbs;
11 p.m. 17.5—10 lbs; 12 m. 17.4—10 lbs; 1 a.m.
17.3—10 lbs; 2 a.m. 17.2—10 lbs; 3 a.m. 17.1—
10 lbs; 4 a.m. 17.0—10 lbs; 5 a.m. 16.9—10 lbs;
6 a.m. 16.8—10 lbs; 7 a.m. 16.7—10 lbs; 8 a.m.
16.6—10 lbs; 9 a.m. 16.5—10 lbs; 10 a.m. 16.4—
10 lbs; 11 a.m. 16.3—10 lbs; 12 m. 16.2—10 lbs;
1 p.m. 16.1—10 lbs; 2 p.m. 16.0—10 lbs; 3 p.m.
15.9—10 lbs; 4 p.m. 15.8—10 lbs; 5 p.m. 15.7—
10 lbs; 6 p.m. 15.6—10 lbs; 7 p.m. 15.5—10 lbs;
8 p.m. 15.4—10 lbs; 9 p.m. 15.3—10 lbs; 10 p.m.
15.2—10 lbs; 11 p.m. 15.1—10 lbs; 12 m. 15.0—
10 lbs; 1 a.m. 14.9—10 lbs; 2 a.m. 14.8—10 lbs;
3 a.m. 14.7—10 lbs; 4 a.m. 14.6—10 lbs; 5 a.m.
14.5—10 lbs; 6 a.m. 14.4—10 lbs; 7 a.m. 14.3—
10 lbs; 8 a.m. 14.2—10 lbs; 9 a.m. 14.1—10 lbs;
10 a.m. 14.0—10 lbs; 11 a.m. 13.9—10 lbs; 12 m.
13.8—10 lbs; 1 p.m. 13.7—10 lbs; 2 p.m. 13.6—
10 lbs; 3 p.m. 13.5—10 lbs; 4 p.m. 13.4—10 lbs;
5 p.m. 13.3—10 lbs; 6 p.m. 13.2—10 lbs; 7 p.m.
13.1—10 lbs; 8 p.m. 13.0—10 lbs; 9 p.m. 12.9—
10 lbs; 10 p.m. 12.8—10 lbs; 11 p.m. 12.7—10 lbs;
12 m. 12.6—10 lbs; 1 a.m. 12.5—10 lbs; 2 a.m.
12.4—10 lbs; 3 a.m. 12.3—10 lbs; 4 a.m. 12.2—
10 lbs; 5 a.m. 12.1—10 lbs; 6 a.m. 12.0—10 lbs;
7 a.m. 11.9—10 lbs; 8 a.m. 11.8—10 lbs; 9 a.m.
11.7—10 lbs; 10 a.m. 11.6—10 lbs; 11 a.m. 11.5—
10 lbs; 12 m. 11.4—10 lbs; 1 p.m. 11.3—10 lbs;
2 p.m. 11.2—10 lbs; 3 p.m. 11.1—10 lbs; 4 p.m.
11.0—10 lbs; 5 p.m. 10.9—10 lbs; 6 p.m. 10.8—
10 lbs; 7 p.m. 10.7—10 lbs; 8 p.m. 10.6—10 lbs;
9 p.m. 10.5—10 lbs; 10 p.m. 10.4—10 lbs; 11 p.m.
10.3—10 lbs; 12 m. 10.2—10 lbs; 1 a.m. 10.1—
10 lbs; 2 a.m. 10.0—10 lbs; 3 a.m. 9.9—10 lbs;
4 a.m. 9.8—10 lbs; 5 a.m. 9.7—10 lbs; 6 a.m. 9.6—
10 lbs; 7 a.m. 9.5—10 lbs; 8 a.m. 9.4—10 lbs;
9 a.m. 9.3—10 lbs; 10 a.m. 9.2—10 lbs; 11 a.m.
9.1—10 lbs; 12 m. 9.0—10 lbs; 1 p.m. 8.9—10 lbs;
2 p.m. 8.8—10 lbs; 3 p.m. 8.7—10 lbs; 4 p.m. 8.6—
10 lbs; 5 p.m. 8.5—10 lbs; 6 p.m. 8.4—10 lbs;
7 p.m. 8.3—10 lbs; 8 p.m. 8.2—10 lbs; 9 p.m. 8.1—
10 lbs; 10 p.m. 8.0—10 lbs; 11 p.m. 7.9—10 lbs;
12 m. 7.8—10 lbs; 1 a.m. 7.7—10 lbs; 2 a.m. 7.6—
10 lbs; 3 a.m. 7.5—10 lbs; 4 a.m. 7.4—10 lbs;
5 a.m. 7.3—10 lbs; 6 a.m. 7.2—10 lbs; 7 a.m. 7.1—
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10 a.m. 6.8—10 lbs; 11 a.m. 6.7—10 lbs; 12 m.
6.6—10 lbs; 1 p.m. 6.5—10 lbs; 2 p.m. 6.4—10 lbs;
3 p.m. 6.3—10 lbs; 4 p.m. 6.2—10 lbs; 5 p.m. 6.1—
10 lbs; 6 p.m. 6.0—10 lbs; 7 p.m. 5.9—10 lbs;
8 p.m. 5.8—10 lbs; 9 p.m. 5.7—10 lbs; 10 p.m.
5.6—10 lbs; 11 p.m. 5.5—10 lbs; 12 m. 5.4—10 lbs;
1 a.m. 5.3—10 lbs; 2 a.m. 5.2—10 lbs; 3 a.m. 5.1—
10 lbs; 4 a.m. 5.0—10 lbs; 5 a.m. 4.9—10 lbs;
6 a.m. 4.8—10 lbs; 7 a.m. 4.7—10 lbs; 8 a.m. 4.6—
10 lbs; 9 a.m. 4.5—10 lbs; 10 a.m. 4.4—10 lbs;
11 a.m. 4.3—10 lbs; 12 m. 4.2—10 lbs; 1 p.m. 4.1—
10 lbs; 2 p.m. 4.0—10 lbs; 3 p.m. 3.9—10 lbs;
4 p.m. 3.8—10 lbs; 5 p.m. 3.7—10 lbs; 6 p.m. 3.6—
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9 p.m. 3.3—10 lbs; 10 p.m. 3.2—10 lbs; 11 p.m.
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10 lbs; 5 a.m. 2.5—10 lbs; 6 a.m. 2.4—10 lbs;
7 a.m. 2.3—10 lbs; 8 a.m. 2.2—10 lbs; 9 a.m. 2.1—
10 lbs; 10 a.m. 2.0—10 lbs; 11 a.m. 1.9—10 lbs;
12 m. 1.8—10 lbs; 1 p.m. 1.7—10 lbs; 2 p.m. 1.6—
10 lbs; 3 p.m. 1.5—10 lbs; 4 p.m. 1.4—10 lbs;
5 p.m. 1.3—10 lbs; 6 p.m. 1.2—10 lbs; 7 p.m. 1.1—
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10 lbs; 10 a.m. 0.0—10 lbs; 11 a.m. 0.0—10 lbs;
12 m. 0.0—10 lbs; 1 a.m. 0.0—10 lbs;

C.M.S.N. CO.'S NEW STEAMER

"MELPU".

On the 13th instant the Shanghai steamer "Melpu," intended to run between Canton, Hong Kong, Hualien, and San Francisco, and also to call at the ports of a trade line from Hong Kong to the Pacific Coast, was launched from the shipyard of the Chinese Merchants' Steam Navigation Company, and was named after the late Mr. Melpu, who was one of the founders of the company.

The ship is a fine specimen of modern steamship construction, and is well adapted for service between the ports of the Pacific Coast and the ports of the Pacific Coast. She is a fine specimen of modern steamship construction, and is well adapted for service between the ports of the Pacific Coast and the ports of the Pacific Coast.

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A CHINESE BURIAL QUESTION.

While the Queen's Speech is able to "refer particularly" to the settlement of the long-continued question relating to the subject of burials, the Chinese Government has recently issued a proclamation which has caused much discussion in the public mind. It is a question which has lately been much exercised in the minds of the people. It appears that while the Queen's Speech is able to "refer particularly" to the settlement of the long-continued question relating to the subject of burials, the Chinese Government has recently issued a proclamation which has caused much discussion in the public mind.

HONGKONG TEMPERATURE.

On the 19th instant, the temperature of Hong Kong was as follows:—

Time	Thermometer	Barometer	Wind	Clouds	Remarks
5 a.m.	78°	30.0	S.W.	Clear	
10 a.m.	82°	30.0	S.W.	Clear	
1 p.m.	85°	30.0	S.W.	Clear	
4 p.m.	82°	30.0	S.W.	Clear	
7 p.m.	78°	30.0	S.W.	Clear	
10 p.m.	75°	30.0	S.W.	Clear	

CHINA COAST METEOROLOGICAL REGISTER.

On the 19th instant, the meteorological observations at Hong Kong were as follows:—

JAPANESE AND CHINA.

Comparing the Japanese and Chinese students

Comparing the Japanese and Chinese students who are enrolled in American schools and colleges, several marked contrasts and differences are evident. The most prominent difference in respect to external characteristics is the greater amount of hair which the former possess. The hair of the Japanese is black, straight, and grows to a considerable length. The hair of the Chinese is also black, but is more wavy, and grows to a shorter length. The Japanese are more robust in build, and have a more open countenance than the Chinese. The Chinese are more delicate in build, and have a more reserved countenance.

INSURANCES.

THE DUSSELDORF UNIVERSAL MARINE INSURANCE COMPANY, LIMITED.

The Underwritten, having been appointed AGENTS for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

Siemens & Co., Agents.

Hongkong, 14th August, 1878.

PHENIX FIRE INSURANCE COMPANY.

From this date, until further notice, a discount of Twenty per cent. (20%) upon the Current Local Rates of Premium will be allowed upon Insurances effected with this Company.

Douglas Laik & Co., Agents.

Hongkong, 27th June, 1878.

STANDARD FIRE OFFICE, LONDON.

The Underwritten, having been appointed AGENTS for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

Siemens & Co., Agents.

Hongkong, 14th August, 1878.

THE LONDON ASSURANCE COMPANY.

The Underwritten, having been appointed AGENTS for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

Siemens & Co., Agents.

Hongkong, 14th August, 1878.

INCORPORATED BY ROYAL CHARTER OF HER MAJESTY KING GEORGE THE FIRST.

A.D. 1720.

THE UNDERWRITERS, HAVING BEEN APPOINTED AGENTS for the above Corporation, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

Siemens & Co., Agents.

Hongkong, 14th August, 1878.

MARINE RISKS.

Policies at Current Rates, payable either here in London, or at the principal ports of India, Australia, and the East.

A. J. B. COUGHTRE, Secretary.

Hongkong, 14th August, 1878.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENTS at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and Manila.

For full particulars, apply to the Agents at the respective ports.

Hongkong, 14th August, 1878.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

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VESSELS ADVERTISED AS LOADING.

DESTINATION

VESSEL'S NAME

CAPTAIN

AT

FOR FREIGHT APPLY TO

TO BE DESPATCHED

FOR SAN FRANCISCO.

THE "ANNIE H. SMITH."

Bartlett, Master, will load here for the above Port, and will have quick dispatch.

For Freight, apply to

Hongkong, 8th October, 1880.

FOR NEW YORK.

THE "ALICE BUCK."

Herriman, Master, will load here for the above Port, and will have quick dispatch.

For Freight, apply to

Hongkong, 31st August, 1880.

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